

Marine
Public Works (1898) Department.

G.O., No. 358 *Mar*

DATED *7 May 1898*

14/5/98

[Despatch Abstract.]

the port
Passenger and Goods Accommodation at
Tuticorin: Requesting the Collector of Tuticorin
to form a Committee ~~as~~ as suggested by the
Secretary, Marine Department, to consider
the requirements for —.

130/11

14/5/98

12/5/98

BACK PAPERS.

FURTHER PAPERS. 6

Government {1898} of Madras.
MARINE.

Recd.

Regd.

1898.

Enclosures

Spare copies

G.O., No. 358, 7th May 1898.

MAY.

Passenger and Goods Accommodation at the Port of Tuticorin

Requesting the Collector of Tinnevely to form a committee, as suggested by the Secretary, Marine Department, to consider the requirements for—

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From the Chief Engineer, South Indian Railway, to the Superintending Engineer, VI Circle, dated Trichinopoly, 23rd July 1897, No. D. 4121 A/5816.

[Your No. 552 T.N., of 1st instant.]

I have the honour to send you a tracing No. 656/97, on which I have shown what I consider will be the best position of the 16-feet turn-table. I have also shown on it an alteration in the arrangement of the sheds necessitated by this. The Traffic Manager of this railway consider the position of the customs shed should be as shown on the plan and that it should be connected with a short platform alongside which the train will draw up.

The customs shed, if placed to the south of the pier, will be inconvenient for passengers.

When at Tuticorin the other day on the half-yearly inspections of this railway, it was suggested that a separate gangway might be given for railway passengers. This could easily be constructed on brackets fastened to the cross girders of the pier. I have shown this on the tracing; this gangway would be entered from opposite end of the railway platform and could be supplied with an entrance gate.

From the Acting Secretary to Government, Public Works Department, to the Agent, South Indian Railway, dated Madras, 25th March 1898, No. 1865/C.

I have the honour to forward herewith a tracing showing proposed railway sidings, &c., on the foreshore at Tuticorin, and to request that you will be good enough to favour me with your opinion, at your early convenience, on the following points:—

- (1) The most suitable size for the passenger customs shed which is intended for the examination of the effects of a maximum of 500 passengers.
- (2) Whether in view of the fact that the open and closed sheds are required for imports only, it would not be better to locate them on one siding only, and that the most westerly one is farthest away from the sea.
- (3) Whether it would be advisable from your point of view to run the siding through the sheds, at any rate the open shed.
- (4) Whether generally, and also in view of the fact that it will probably be necessary, in the near future, to construct another pier somewhere between the existing piers and Darley and Hüllers private jetty on the north, you consider that the arrangements shown on the plan are the best possible.

From the Agent, South Indian Railway, to the Acting Chief Engineer and Secretary to Government, Public Works Department, dated Trichinopoly 18th April 1898, No. R. 1137/4/1670.

With reference to your letter No. 1865/C., dated 25th March 1898 (the tracing received with which is herewith returned), I have the honour to offer the following remarks on the various points detailed by you:—

- (1) I think a shed 75' × 35' would be the most suitable size for baggage examination. It would not, of course, permit the baggage of 500 passengers to be examined at one time, but should be sufficiently large to work off the examination in about a quarter of an hour. It is, however, no use providing a large shed unless the Customs department furnish a sufficient number of baggage searchers.

(2) It is, I understand, the practice at Tuticorin to land cargo as it comes out of the steamers, hold and to sort it on shore, and further to store all import traffic in private godowns before despatch by rail. If this is the case it would appear that siding accommodation is not required in connection with the import sheds. Perhaps it would be advisable to so locate the sheds that they could hereafter be served by a siding, if necessary, when your suggestion to locate the sheds on the most westerly siding should be adopted.

(3) I do not think it advisable to run the rails through the sheds, as valuable covered area would be lost. The siding might easily get blocked with trucks and could only be relieved at the ends outside the terminal sheds. With rails outside the sheds numerous cross-over roads could be given so that each shed could be worked independently.

(4) I fear without knowing more of the methods of working adopted by the Customs officials than I do, no criticism of the proposed arrangements would be of use. I would suggest this question being settled by the officers who have to work the traffic, and I shall be happy to depute officers of our Engineering and Traffic departments to render such technical assistance as may be required.

Note by the Secretary to Government, Marine Department.

When at Tuticorin in March I went into the question of the passenger and goods sheds required there and the sidings connected with them.

2. It is proposed to construct one passenger shed for examination of baggage, one closed goods shed in lieu of the existing shed (100' × 50') which is to be handed over to the Customs department, and one open goods shed.

3. The site of the passenger shed has been fixed and it will be built immediately to the north of the pier. Its size has, however, still to be determined. Hon'ble Sir Henry Bliss says, in notes made at Tuticorin at Christmas, 200' × 15' or 18'. The Agent, South Indian Railway, in the accompanying letter says 75' × 35', the maximum number of passengers to be provided being 500 per diem.

4. Then, with regard to the goods sheds, their sites and sizes have still to be settled. The existing closed shed measures 100' × 50', and will hold 8,000 bags if piled 9' high. I asked the merchants at Tuticorin how many bags they required room for, and they said one lakh! This would mean a shed 1,250' × 50'!

5. In spite of the fact that a good many people have gone over the ground independently, it seems, therefore, that we do not yet possess sufficient information to decide definitely upon the size or position of these sheds or of the position of the railway sidings connecting them, and as a correct decision in the matter is of great importance to Tuticorin, I propose that a committee be convened, representing the interests concerned, to discuss the matter on the spot on all its bearings. The committee might be presided over by the Collector, and have as members the Port Officer, the Superintending Engineer and Executive Engineer, Public Works Department, a Railway officer of the Locomotive department, a Railway officer of the Traffic department and a merchant or two.

(Signed) W. B. DEWINTON,
Ag. Secretary to Government.

2nd May 1898.

ORDER—No. 358, Marine, dated 7th May 1898.

His Excellency the Governor in Council approves of the suggestions made in the note recorded above and requests the Collector to form a committee accordingly to consider the requirements for passenger and goods accommodation at Tuticorin. It will, however, suffice to have one Public Works officer on the committee—the Executive Engineer of the division.

2. As regards the passenger shed, what is wanted is a shed wide enough for—

- (1) a counter about 3' or 3½' wide;
- (2) a gangway for the customs officers behind the counter; and
- (3) space in front of the counter for the persons whose baggage has to be examined.

For these purposes a width of 35' seems excessive. It will also probably not be necessary to build the whole length of 200' to start with; 100' might be built first and additions made as required. These considerations will be placed before the committee.

(True Extract.)

(Signed) W. B. DEWINTON,
Ag. Secretary to Government.

To the Collector of Tinnevely, with one plan.
" Presidency Port Officer.
" Revenue Department.
" Public Works Department.
" " " Railway Branch.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

From the Chief Engineer, South Indian Railway, No.D.4121A/5816, dated 23rd

July 1897.

Letter to the Agent, South Indian Railway, No.1865 C, dated 25th March '98

Letter from the Agent, South Indian Railway, No.R.1137/4/1670, dated 18th

April 1898.

Note by the Secretary to Government, Marine Department, dated 2nd May '98

His Excellency the Governor in

Council approves of the suggestions made in the note recorded above and

requests the Collector to form a Committee accordingly, to consider the

requirements for passenger and goods accommodation at Tuticorin. It will,

however, suffice to have one Public

Works Officer on the Committee—the ^{4th Division} Executive Engineer in preference.

(The Revenue Department for
favour of counter-initials).

2. As regards the passenger shed, what is wanted is a shed wide enough for

(1) a counter about 3' or 3½' wide

(2) a gangway for the customs officers behind the counter, and

(3) space in front of the counter for the persons whose baggage has to be examined.

For these purposes a width of 35'

C. No. 5426 of 1898.

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made as required. These considerations

will be placed before the Committee.

HIS EXCELLENCY THE GOVERNOR.

THE HON'BLE SIR HENRY BLISS, K.C.I.E.

THE HON'BLE MR. GROSE, C.I.E.

SUBJECT.

Sheds and Sidings at Tuticorin.

Note by the Secretary to Govt Marine Dept.

FOR ORDERS.

When at Tuticorin in March, I went into the question of the Passenger and Goods sheds required there, and the sidings connected with them.

2. It is proposed to construct one Passenger shed for examination of baggage, one closed goods shed in lieu of the existing shed (100' x 50') which is to be handed over to the Customs Department, and one open goods shed.

3. The site of the Passenger shed has been fixed, and it will be built immediately to the north of the pier. Its size has, however, still to be determined. Honourable Sir Henry

Bliss says, in notes made at Tuticorin at Khas, 200' x 15' or 18'. The Agent, South Indian Railway in the accompanying

To
The Collector of Tinnevely
with one plan.
,, Presidency Port Officer.
,, Revenue Department.
,, P.W. Department.
,, ,, Railway Branch.

What is wanted is a shed wide enough for (1) a counter about 3' or 3 1/2' wide, (2) a gangway for the Customs people behind the counter, and (3) space in front of the counter for the people whose baggage has to be examined - What

accompanying letter says 75' x 35' the maximum number of passengers to be provided being 500 per diem.

4. Then, with regard to the goods

sheds their sites and sizes have

still to be settled. The existing

closed shed measures 100' x 50',

and will hold 8,000 bags, if piled

9' high. I asked the merchants at

Tuticorin how many bags they re-

quired room for and they said one

lakh! This would mean a shed

1,250' x 50'!!!

5. In spite of the fact that a

good many people have gone over

the ground independently, it seems

therefore that we do not yet possess

sufficient information to decide de-

finately upon the size or position

of these sheds or of the position

of the railway sidings connecting

them, and as a correct decision in

the matter is of great importance

to Tuticorin, I propose that a Com-

mittee be convened, representing the

interests concerned, to discuss the

matter on the spot in all its bear-

ings. The Committee might be presided

over

use C? be made for width of

35' Shaveroides -

If the dimension of 200' x

18' are decided on, the whole

length of 200' need not be built

at once. 100' might be built

first additions made as required

AS

I don't object, but I don't
quite see why two P.W. officers
were required on the Council

AS 3/5/98 JS 4/5/98

over by the Collector, and have as
members the Port Officer, the Super-
intending Engineer and Executive En-
gineer, P.W.D., a railway officer of
the Locomotive Department, a rail-
way officer of the Traffic Department
and a merchant or two.

W. H. H. 2.5.98
M.

358.2
Michigan Spring

358 19th March.

My dear ~~dear~~ ^{dear} Sir

I enclose a

copy of the Training

Showing the proposed

position of the

main table, as

recommended by

Mr. S. J. R.

I also send a
copy of the Chief
Engineer's letter.

Yours sincerely

D. I. Woodley

358
 598
 It seems to me that
 the position of the
 various sheets & ridges
 at Anticline has not
 been, as yet, by any
 means thoroughly
 worked out - altho' there
 several people here
 - one on the ground
 independently -

I think we had better
 let them to arrange
 a Committee at
 Anticline to discuss
 the position thoroughly
 in all their bearings.
 I suppose the Director
 will have to be
 President, & he has
 the P. O. S. S. Railway
 & a merchant in

300 yds.
10 min
~~52000~~

$$\begin{array}{r} 176 \\ 58. \\ \cdot 2 \\ \hline 11.6 \end{array}$$

$$\begin{array}{r} 25 \\ 25 \\ \hline 225 \\ 225 \\ \hline 2625 \end{array}$$

3000

DEPARTMENT.

C. No.

SUBJECT.

~~HIS EXCELLENCY THE GOVERNOR.~~

THE HON'BLE SIR HENRY BLISS, K.C.I.E.

THE HON'BLE MR. GROSE, C.I.E.

Sheds and Sidings at
Turkerrin -

FOR ORDERS.

When at Turkerrin in
March I went into the
quarters of the Passenger
Goods sheds examined them
the sidings connected
them -

2. It is proposed to construct
one Passenger shed for
examination of baggage
one closed Goods shed in
view of the existing shed
(100' x 50') which is to be
handed over to the Customs
Dept, and one open
shed -

3. The site of the Passenger
shed has been fixed. It
will be built immediately
to the North of the pier

~~In view of the above~~
in spite of the fact that
a good many people have
gone over the ground and
attended it, it seems therefore

Returning with remarks,
Tracing showing proposed—

No. $\text{L } 1137 \frac{4}{1670}$

AGENT'S OFFICE,

GENT'S OFFICE,
TRICHINOPOLY, 18 April 1898.

From

THE AGENT.

SOUTH INDIAN RAILWAY.

Sir,

With reference to your letter N^o 1865.C. dated 25th March 1898, (the tracing received with which is herewith returned), I have the honor to offer the following remarks on the various points detailed by you:-

(1) I think a shed 75 ft x 35 ft would be the most suitable size for baggage examination. It would not of course permit the baggage of 500 passengers to be examined at one time, but should be sufficiently large to work off the examination in about a quarter of an hour. It is however no use providing a large shed unless the Customs Department furnish a sufficient number of baggage searchers.

(2) It is I understand the practice at Tuticorin to land cargo as it comes out of the steamers hold and to sort it on shore, and further to store all import traffic in private godowns before despatch by rail. If this is the case it would appear that siding accommodation is not required in connection with the import sheds. Perhaps it would be advisable to so locate the sheds that they could

could hereafter be served by a siding if necessary, when your suggestion to locate the sheds on the most westerly siding should be adopted.

(3) I do not think it advisable to run the rails through the sheds, as valuable covered area would be lost. The siding might easily get blocked with trucks and could only be relieved at the ends outside the terminal sheds. With rails outside the sheds numerous cross over roads could be given so that each shed could be worked independently.

(4) I fear without knowing more of the methods of working adopted by the Customs Officials than I do, no criticism of the proposed arrangements would be of use. I would suggest this question being settled by the Officers who have to work the traffic and I shall be happy to depute officers of our Engineering and Traffic Departments to render such technical assistance as may be required.

I have the honor to be,
Sir

Your most obedient servant

A. B. G. Sherry
Capt. R.
Agent

1 Enclosure by Capt. Sherry

THE AGENT

SOUTH INDIAN RAILWAY CO. LTD.

The Acting Chief Engineer and General Manager
Public Works Department
Trichinopoly

With reference to your letter No. 1865C dated 22 March 1908 (the enclosed report is herewith submitted) I have the honor to offer the following remarks on the various points detailed therein.

(1) I think a shed 12 ft x 32 ft would be the most suitable size for baggage examination. It would not of course permit the passage of 200 passengers to be examined at one time, but should be sufficiently large to work off the examination in about a quarter of an hour. It is however no use providing a large shed unless the Customs Department furnish a sufficient number of bag-

(2) It is understood the practice at present is to have a shed 12 ft x 32 ft and to have it on a level, and further to have all baggage taken in private possession before being loaded. If this is the case it would appear that a shed of the above dimensions is not required in connection with the shed which it would be desirable to have the shed which it is

Government of Madras.

DEPARTMENT.

MEMORANDUM.

Dated Madras, 25th Mar 1898

To the Agent. L.S.R. Trichy
Sir, I forward herewith a tracing
showing proposed railway siding
on the pressure at Tuticorin,
& to request that you will be good
enough to favour me with your
opinion, at your earliest convenience, on
the following points:

- (1) The most suitable size for the proposed
Custard shed, which is intended for
the examination of the aspects of a
maximum of 500 launches.
- (2) Whether in view of the fact that the shed
is a shed sheds are required for in-
-land use, it would not be better
to base locate them on the siding
up, & that the most desirable one is
in the best away from the sea.
- (3) Whether it would be advisable to have
proposed lines to run the siding
through the sheds, at any rate the
open shed, and also
(4) whether, in view of the fact that

29/3/98

it will be necessary, before
in the near future to construct another
pier, somewhere between the existing
piers a Stanley & Muller pier to
fitly in the berth, you consider
that the arrangements shown in the
plans are the best possible.

25-250

25/3/97

from
P.N. 1/30/97

No 24121
5816

South Indian Railway Co. Ltd.
Chief Engineer's Office
Tuticorin. 23 July 1897.

From

The Chief Engineer
South Indian Railway.

To

Mr. P. V. Boddy. P.E.
Super. Engineer, Tuticorin.
Tuticorin.

Sir

your letter of 5th of 1st Instant.

I have the honor to send you
a tracing of No 656 on which I
have shown what I consider
will be the best position of the 16
feet turn table. I have also
shown on it an alteration in
the arrangement of the sheds neces-
sitated by this. The Traffic
Manager of this Railway considers
the position of the Customs shed
should be as shown on the plan
and that it should be connected
with a short platform along-
side which the train will draw
up.

The Customs shed if placed
to the South of the pier will be in-
convenient for passengers.

When at Tuticorin the other day
on the Half yearly Inspection
of this Railway, it was sug-
gested that a separate
gang way

gang way might be given
for Railway passengers. This
could easily be constructed
on brackets fastened to the
cross girders of the pier. I
have shown this on ^{the} tracing
that gang way would be
entered from opposite end
of the Railway platform
and could be supplied
with an entrance gate.

I have &c.
W. H. Spalding.
Chief Engineer

(True copy)

J. V. Roddy, Esq. Secy.

21.3.90 Engineer, Leicestershire

Dr.
C. J.
19/3/90